

BRIDGE ACROSS THE MISSISSIPPI RIVER AT ROCK ISLAND,
ILL., AND DAVENPORT, IOWA.

APRIL 24, 1884.—Referred to the House Calendar and ordered to be printed.

Mr. SEYMOUR, from the Committee on Commerce, submitted the following

R E P O R T :

[To accompany bill H. R. 6760.]

The Committee on Commerce, to whom was referred the bill (H. R. 4992) to authorize the construction of a bridge across the Mississippi River at Rock Island, Ill., and Davenport, Iowa, and to establish it as a post-route, respectfully report :

That they have had the same under consideration and recommend the passage of the accompanying substitute for said bill.

No opposition was made, and your committee were assured that none exists, to the construction of said bridge. The Davenport and Rock Island Bridge Company is duly organized for the purpose of building the bridge, and intend to build the same, upon the passage of this bill. The nearest bridge on the river is 2 miles above the proposed location, and the course of the river is straight between the two points. Your committee have adopted the suggestions of the Secretary of War in the substitute reported by them, as will appear from correspondence herewith submitted.

WAR DEPARTMENT,
Washington City, March 17, 1884.

SIR: Acknowledging the receipt of your letter of the 6th instant inclosing for my views thereon H. R. 4992, Forty-eighth Congress, first session, "A bill to authorize the construction of a bridge across the Mississippi River at Rock Island, Ill., and Davenport, Iowa, and to establish it as a post-route," I have the honor to invite your attention to the inclosed report, dated the 14th instant, from the Acting Chief of Engineers, submitting a copy of a report, dated the 26th ultimo, from Maj. A. Mackenzie, Corps of Engineers, on Senate bill 1500, which is identical with the bill under consideration.

The views and recommendations of Major Mackenzie are concurred in by the Acting Chief of Engineers and by this Department.

Very respectfully, your obedient servant,

ROBERT T. LINCOLN,
Secretary of War.

Hon. JOHN H. REAGAN,
Chairman of the Committee on Commerce, House of Representatives.

UNITED STATES ENGINEER OFFICE.
UPPER MISSISSIPPI RIVER IMPROVEMENT,
Rock Island, Ill., February 26, 1884.

GENERAL: As directed in your indorsement dated February 23, 1884, on letter of Mr. John P. Ringgold, clerk of the Committee on Commerce, to the Hon. Robert T. Lincoln, Secretary of War, I have the honor to present the following remarks in regard to Senate bill 1500, Forty-eighth Congress, first session, said bill being entitled "A bill to authorize the construction of a bridge across the Mississippi River at Rock Island, Ill., and Davenport, Iowa, and to establish it as a post-route." I would suggest the following changes: On page 2, line 4, after the word *spans* insert the words *giving a clear width of water-way*; in line 5, omit *in length in the clear*; in line 6 insert after the word *shall* the words *give a clear width of water-way of*; in line 7 omit *be* and substitute for *two hundred and fifty* the words *three hundred*.

Two hundred and fifty feet has been the usual width of raft spans heretofore used, but it is now justly claimed by raftsmen that a width of 300 feet is necessary for safe and convenient navigation, and I propose suggesting this width hereafter for all bridges which from their location will be passed by many rafts. On page 5, line 7, insert after *for* the words *confining the flow of water to a permanent channel and for*; in line 8, strike out *passage-way* and substitute the words *draw and raft spans*.

As regards section 6, I would respectfully ask the consideration of the question as to whether the wording is sufficiently explicit to authorize the Secretary of War to draw from the Treasury and expend the funds necessary for carrying out its provisions.

Very respectfully, your obedient servant,

A. MACKENZIE,
Major of Engineers.

The CHIEF OF ENGINEERS, U. S. A.